Seattle Department of Construction & Inspections

DESIGN REVIEW

FINAL ADMINISTRATIVE RECOMMENDATION
SOUTHWEST

Project Number:	3029952-LU
Address:	3084 SW Avalon Way
Applicant:	Tim Carter, Cone Architecture
Report Date:	Thursday, March 14, 2019
SDCI Staff:	Joseph Hurley, SDCI

SITE & VICINITY

Site Zone: MR-60; Midrise w/60 foot height limit.

Nearby Zones: (North) MR-60
(South) MR-60
(East) MR-60
(West) SF5000

Lot Area: 5,039 sf

Current Development:
One single-family structure

Surrounding Development and Neighborhood Character:
The immediate blocks in the zone are primarily multifamily residential, with a bit of single family and some commercial at the north and southwest ends of Avalon Way. A vibrant commercial area is located a couple of blocks west of SW Avalon Way, where there is a Trader Joe's, several restaurants and shops, a YMCA, and frequent buses connecting throughout the area. A new Link Light Rail Station located on Avalon Way is right near the proposed site, which as an expected service start year of 2030.

Access:
Existing vehicular access is via the alley to the west.

Environmentally Critical Areas:
None

PROJECT DESCRIPTION
Design Review Administrative Design Review to allow a 7-story apartment building with 35 small efficiency dwelling units. No parking proposed. Existing buildings to be demolished.

The design packet includes materials that are available online by entering the
The design packet includes information presented at the meeting, and is available online by entering the record number at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

ADMINISTRATIVE EARLY DESIGN GUIDANCE May 29, 2018

PUBLIC COMMENT

SDCI received the following public comments:

- Concerned about the height of this project; that it not exceed the 60 foot maximum
- Would like to see the project's impact on the adjacent single-family zone be taken into account
- Concerned about the lack of parking

One purpose of the design review process is for the City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, Staff provided the following siting and design guidance.

ADMINISTRATIVE EARLY DESIGN GUIDANCE

1. **Massing Options**. SDCI Staff generally supports the massing shown in Option Three, in particular: the simplicity of its composition (DC2-A, DC2-B) and the (implied) high quality cladding materials (DC4-A-1, DC2-B-1).

2. **Height Bulk and Scale** Staff appreciates the simplicity of this project's massing and recognizes that the height of the project is code-compliant, but has concerns regarding the alley (west) edge. Directly across this alley the zoning changes from Midrise to single-family. Guideline CS2-D-3 speaks directly to this condition.

   CS2-D-3. Zone Transitions: *For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.*

   a. Staff asks that an appropriate scale-mitigating strategy be developed for this edge. The most obvious would be to have the upper two floors step back significantly on the alley edge, but other solutions are possible. (CS2-D-3)

3. **Design Concept**. Staff generally supports the proposed concept; a simple composition of program-driven massing choices, clad in high quality materials and highly-glazed on the street-facing elevation. (DC2-B, CS2-C-1, CS2-A-2)
   a. As to the setback departures, the language in SMC 23.45.518 (setbacks in MR zones) is clearly intended to create a 'step' in massing at 42 feet. This proposal would circumvent that 'ask' in favor of a (vertically) unmodulated plane from ground to top.
   b. Staff is possibly open to this approach, but its success (and their support) would be dependent on a sophisticated composition of high-quality materials, akin to the precedents provided on p. 16-17. (DC4-A, DC2-B)

4. **Exterior Elements and Finishes.** As noted above, the success of this project hinges on the use of high-quality materials and details. To that end, please include in the permit application drawings:
   a. Clear identification and specification of all exterior materials.
   b. Seminal details for siding, windows, railings, and transitions. (DC4-A)

5. **Façade Composition**: Staff supports the simplicity of the north elevation but questions the co-planar condition of the stair/penthouse and the units to the west.
   a. Please revise to eliminate this condition.
   b. One possible solution would be to step the stair mass proud of the wall to the west. This would push that piece further into the setback, a departure that staff could support.

6. **Entry Area.** Staff supports the location of the principal entry and the heavily glazed and graciously-scaled lobby. Please provide complete details for this area that describe the experience of arrival for residents and guests, whether on foot or cycle. (PL3-A-1, PL3-A-2, PL3-A-4)
    a. Staff was encouraged to see bicycle parking at EDG and asks that the applicant consider the unique access/egress and storage needs of cyclists to ensure that this feature is truly usable. (PL4-B-1, PL4-B-2)

DEVELOPMENT STANDARD DEPARTURES

SDCI Staff's recommendation on the requested departure(s) will be based on the departures' potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s).

At the time of the EARLY DESIGN GUIDANCE review, the following departures were requested:

1. **Setbacks and Separations (SMC 23.45.518.B**): The Code requires a 10'-0" avg./ 7'-0" min. setback from interior lot lines for portions of the structure above 42-feet. The applicant proposes a reduction of this setback to 7'-5" avg./ 5'-8" min at the south property line.

   SDCI staff preliminarily supports the requested departure pending resolution of the issues identified in the guidance above.

2. **Setbacks and Separations (SMC 23.45.518.B**): The Code requires a 10'-0" avg./ 7'-0" min. setback from interior lot line lot lines for portions of the structure above 42-feet. The applicant proposes a reduction of this setback to 8'-5" avg./ 5'-6" min. at the north property line.

   SDCI staff preliminarily supports the requested departure pending resolution of the issues identified in the guidance above.

FIRST RECOMMENDATION January 2, 2019

PUBLIC COMMENT

SDCI received the following public comments:

- Concerned about the height of this project; that it not exceed the 60 foot maximum.
- Concerned about the lack of parking.
- Concerned that the height, bulk, and scale of the project is too large for the street.
- Concerned that the project could destabilize the sloping grade it will be built on.

One purpose of the design review process is for the City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: http://web6.seattle.gov/dpd/edms/

SDCI PRELIMINARY RECOMMENDATIONS & CONDITIONS
SDCI visited the site, considered the analysis of the site and context by the proponents, and considered public comment. SDCI design recommendations are summarized below.

1. **Height Bulk and Scale**
    a. Staff appreciates the upper-level setback provided at the alley edge where the zoning designation changes from Midrise to single-family but the scale and articulation of this solution is not yet adequate to address this unusually drastic zone transition. (CS2-D-3)
    b. Staff suggests three changes that could help this design meet the criteria of the Design Guidelines on Zone Transitions: (CS2-D-3)
        i. Increase the upper-level setback distance to a minimum of four (4) feet. Staff recognize the challenge this poses to the viability of the upper level units and will support a rear setback departure for the additional two feet required to make that offset.
        ii. Staff recognize the compositional value of the 'eyebrow' sunshade above the 7th floor windows but agree that it is working at cross-purposes with the intent to mitigate the scale of the project and ask that consideration be given to removing it from the design.
        iii. The development of an articulated cap or coping at the projecting base element to help it connect to the scale of the adjacent single-family zone.

2. **Design Concept**
    a. Staff are concerned about the significant changes made to the street-facing elevation since the EDG review, agreeing that the simplicity and striking composition of this facade had been significantly diminished. Staff supports the idea of the bay window as a primary organizing element, but not the current composition of projecting and receding planes, possibly due to the ambition of this scheme outstripping the capacity of this narrow site. (DC2, PL3, CS3)
    b. After an extensive consideration of the merits of the current design (relative to the Design Guidelines and the character sketch shown at EDG) staff agrees that a combination of minor adjustments could yield a result that brought back the elegant simplicity so strongly supported at the previous EDG review. (DC2, PL3, CS3)
    c. Staff agrees that many solutions were possible and encourages the applicant to explore a wide range of options that would tend to simplify and clarify the organization of this facade. Staff identifies the following as a few (of the many) possibilities: (DC2, PL3, CS3)

i. A reduction in the number of ideas/materials in the street-facing facade
ii. The reorientation of the siding grain to run vertically as in the EDG rendering
iii. An increase in the glazing percentage at the projecting bay at northeast units (likely in combination with a simplification of the window composition/assembly in the units at the southeast)
iv. The leveraging of the depth (from face-of-framing) of the proposed metal siding at material transitions, windows, and doors
v. A relocation of the 5 floors of bay window to begin at the second floor and end at the sixth (eliminating the difficult current condition below the bay and mitigating project height at the street edge)

3. **Exterior Elements and Finishes.** Staff supports many of the materials specified for this project with the following notes:
    a. Staff are concerned that the proposed metal siding be clearly commercial in character (versus what may be a lighter-duty product shown on p. 13) and suggest either a change to a higher-quality concealed-fastener product (such as the TW-12) or the specification of 22-gauge minimum material in the current profile. (DC4-A)
    b. If the exterior cladding materials include 5/16" fiber-cement, the construction set will need to include all assembly details, including walls, corners, windows, panel joints, and transitions and include all critical dimensions and material specifications (furring type and spacing, reveal widths, flashing gauge and finish, etc.). (DC4-A)

4. **Entry Area**
    a. Staff supports the location of the principal entry and the development of a shared activated space at the street-edge but have concerns about the programming and articulation of this space:
        i. At EDG this was shown as a single multi-use space which would tend to encourage its use by residents and create the sort of street-level interaction called for in PL-3.
        ii. Staff encourage the revision of this area to recreate the clear indoor-outdoor connection and potential for active use demonstrated in the EDG drawings. (PL3-A-1, PL3-A-2, PL3-A-4)

DEVELOPMENT STANDARD DEPARTURES

SDCI Staff's preliminary recommendation on the requested departure(s) are based on the departures' potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s).

At the time of the FIRST RECOMMENDATION review, the following departures were requested:

1. **Setbacks and Separations (SMC 23.45.518.B**): The Code requires a 7'-0" avg./ 5'-0" min. setback from interior lot lines for portions of the structure below 42-feet. The applicant proposes a reduction of this setback to 7'-11" avg./ 4'-6" min at the north property line.

   SDCI staff preliminarily supports the requested departure pending resolution of the issues identified in the guidance above.

2. **Setbacks and Separations (SMC 23.45.518.B**): The Code requires a 10'-0" avg./ 7'-0" min. setback from interior lot line lot lines for portions of the structure above 42-feet. The applicant proposes a reduction of this setback to 7'-11" avg./ 4'-6" min. at the north property line.

   SDCI staff preliminarily supports the requested departure pending resolution of the issues identified in the guidance above.

3. **Setbacks and Separations (SMC 23.45.518.B**): The Code requires a 10'-0" avg./ 7'-0" min. setback from interior lot line lot lines for portions of the structure above 42-feet. The applicant proposes a reduction of this setback to 7'-6" avg./ 5'-9" min. at the south property line.

   SDCI staff preliminarily supports the requested departure pending resolution of the issues identified in the guidance above.

4. **Setbacks and Separations (SMC 23.45.518.B**): The Code requires a 7'-0" avg./ 5'-0" min. setback from street lot lines. The applicant proposes a reduction of this setback to 6'-8" avg./ 6'-1" min. at the north property line.

   SDCI staff preliminarily supports the requested departure pending resolution of the issues identified in the guidance above.

FINAL RECOMMENDATION February 13, 2019

PUBLIC COMMENT

SDCI received the following public comments:

- Concerned about the height of this project; that it not exceed the 60 foot maximum.
- Concerned about the lack of parking.
- Concerned that the height, bulk, and scale of the project is too large for the street.
- Concerned that the project could destabilize the sloping grade it will be built on.

One purpose of the design review process is for the City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: http://web6.seattle.gov/dpd/edms/

SDCI PRELIMINARY RECOMMENDATIONS & CONDITIONS
SDCI visited the site, considered the analysis of the site and context by the proponents, and considered public comment. SDCI design recommendations are summarized below.

1. **Height Bulk and Scale**
    a. Staff appreciates the additional upper-level setback provided at the alley edge where the zoning designation changes from Midrise to single-family and supports the simplification of this elevation. (CS2-D-3)

2. **Design Concept**
    a. Staff supports the changes to the street-facing elevation in response to guidance and finds the resulting composition to have restored the simplicity and elegance of the schematic sketches provided at EDG. (PL3, CS3)
        i. Staff supports the reduction in the number of ideas and materials in the street-facing façade, and the reorientation of the siding grain to run vertically as both support the architectural concept. (DC2)
        ii. Staff also supports the relocation of the 5 floors of bay window to begin at the second floor and end at the sixth as this mitigates project height at the street edge. (CS2-D)

3. **Exterior Elements and Finishes.**
    a. Staff supports the materials specified for this project as durable, attractive and maintainable. (DC4-A)
    b. Staff note: If the exterior cladding materials include 5/16” fiber-cement, the construction permit plan set will need to include all assembly details, including walls, corners, windows, panel joints, and transitions and include all critical dimensions and material specifications (furring type and spacing, reveal widths, flashing gauge and finish, etc.). (DC4-A)

4. **Entry Area**
    a. Staff supports the location of the principal entry and the development of a shared activated space at the street-edge. (PL3-A-1, PL3-A-2, PL3-A-4)
    b. Staff suggests that the railings at the street-edge be comprised of materials that are clearly different from those designed for the project under construction to the north. A condition is not recommended for this change, but the applicant is encouraged to consider this aspect of the design. (PL3-A)

DEVELOPMENT STANDARD DEPARTURES

SDCI Staff's preliminary recommendation on the requested departure(s) are based on the departures' potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s).

At the time of the FINAL RECOMMENDATION review, the following departures were requested:

1. **Setbacks and Separations (SMC 23.45.518.B**): The Code requires a 7'-0" avg./ 5'-0" min. setback from interior lot lines for portions of the structure below 42-feet. The applicant proposes a reduction of this setback to 7'-11" avg./ 3'-6" min at the north property line.

   SDCI staff supports the requested departure as it eliminates a co-planar condition between the stair tower and adjacent wall and helps clarify the massing concept, which better meets the intent of Design Guideline **DC2 (Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings)**.

2. **Setbacks and Separations (SMC 23.45.518.B**): The Code requires a 10'-0" avg./ 7'-0" min. setback from interior lot line lot lines for portions of the structure above 42-feet. The applicant proposes a reduction of this setback to 7'-11" avg./ 3'-6" min. at the north property line.

   SDCI staff supports the requested departure as it simplifies the massing and results in an attractive and well-proportioned façade, which better meets the intent of Design Guideline **DC2-B** (**Architectural and Facade Composition**).

3. **Setbacks and Separations (SMC 23.45.518.B**): The Code requires a 10'-0" avg./ 7'-0" min. setback from interior lot line lot lines for portions of the structure above 42-feet. The applicant proposes a reduction of this setback to 7'-6" avg./ 5'-9" min. at the south property line.

   SDCI staff supports the requested departure as it simplifies the massing and results in an attractive and well-proportioned façade, which better meets the intent of Design Guideline **DC2-B** (**Architectural and Facade Composition**).

4. **Setbacks and Separations (SMC 23.45.518.B**): The Code requires a 7'-0" avg./ 5'-0" min. setback from street lot lines. The applicant proposes a reduction of this setback to 6'-8" avg./ 5'-7" min. at the street-facing east property line.

   SDCI staff supports the requested departure as it allows the bay enfronting the street to occur one story lower, which has a positive scale-diminishing effect on the massing, and better meets the intent of Design Guideline CS2-D-4 (**Massing Choices**).

5. **Setbacks and Separations (SMC 23.45.518**): The Code requires a 10'-0" setback from a rear lot line abutting an alley. The applicant proposes a reduction of this setback to 8'-1" from the third through fifth floors.

   SDCI staff supports the requested departure as it allows a larger upper-level setback, which has a positive scale-diminishing effect at this point of zone transition, and better meets the intent of Design Guideline CS2-D-3 (**Zone Transitions**).

DESIGN REVIEW GUIDELINES

The Citywide and Neighborhood guidelines recognized by Staff as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the Design Review website.

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-A Energy Use

CS1-A-1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

CS1-D-2. Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous

habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

CS1-E Water

CS1-E-1. Natural Water Features: If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

CS1-E-2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

CS2-C-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-3. Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the

same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

DC4-E Project Assembly and Lifespan

DC4-E-1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

RECOMMENDATIONS

This concludes the Administrative RECOMMENDATION phase of review, and Staff recommends approval of the project.

The analysis summarized above was based on the design review packet dated Wednesday, February 13, 2019. After considering the site and context, considering public comment, reconsidering the previously identified design priorities and reviewing the materials, the Recommendation phase of the subject design and departures are APPROVED with no conditions.